

# Long-Term Air Transportation Study Briefing

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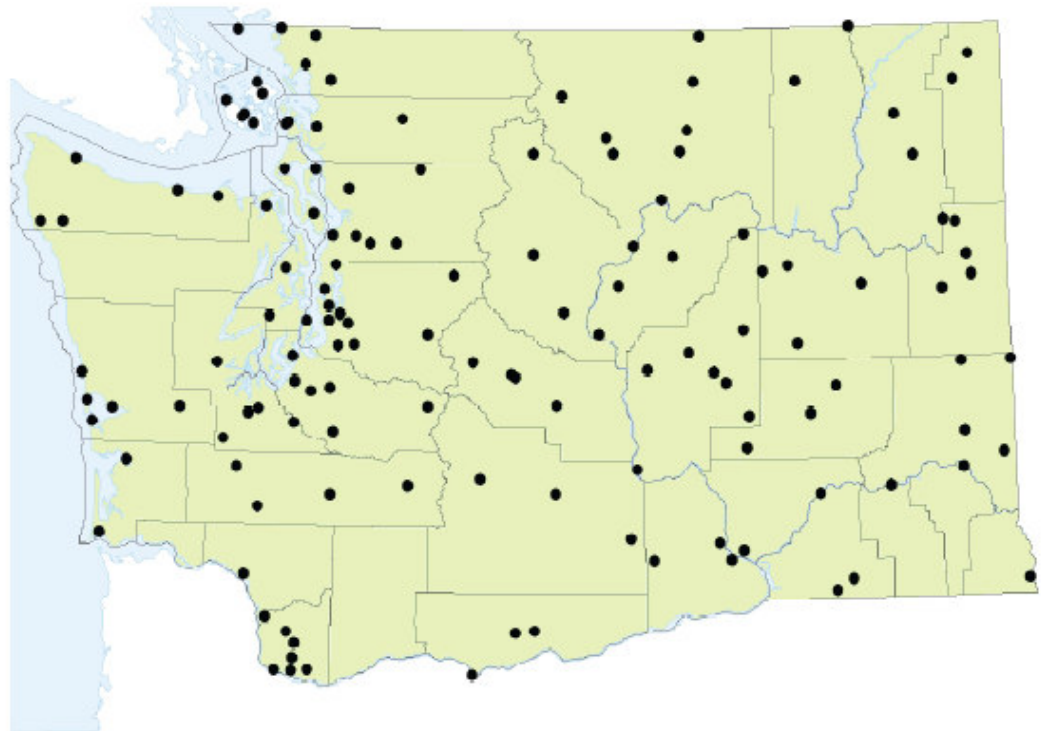
**Washington State Transportation Commission**  
**March 19, 2009**

# Meeting Objectives

- Overview of LATS purpose, background data and financial information.
- Overview of key issues.
- Summary of alternative strategies.
- Report on next steps and upcoming public outreach.

# Washington State Aviation System

- 138 public use airports in 2009.
- 65 airports included in National Plan of Integrated Airport Systems (NPIAS).
- Ownership:
  - WSDOT - 17
  - County - 10
  - City/Town - 43
  - Port District - 33
  - Joint - 5
  - Private - 30



# What the LATS Legislation Requires ...

PHASE I	WHAT WE HAVE	<ul style="list-style-type: none"><li>▪Assess existing facilities</li><li>▪Develop a baseline</li><li>▪Introduce state classifications</li></ul>	Completed September 2006.
PHASE II	WHAT WE NEED	<ul style="list-style-type: none"><li>▪25-year activity forecast</li><li>▪Commercial market analyses</li><li>▪Air cargo forecast</li><li>▪High speed passenger rail assessment</li><li>▪Future capacity analysis</li><li>▪Summary of system requirements.</li></ul>	Completed July 2007.
PHASE III	HOW WE MEET THE NEEDS	Governor appointed planning council to provide recommendations for future airport strategies and statewide investments.	Began in July 2007; to be completed by July 2009.

# Phase III Actions

- **Aviation Planning Council Actions under ESSB 5121:**
  - How best to meet commercial and general aviation capacity needs.
  - Which regions of the state are in need of improvement regarding the matching of existing, or projected, airport facilities and the long-range capacity needs at airports within the region expected to reach capacity before 2030.
  - Recommendations regarding the placement of future commercial or general aviation facilities to meet the need for improved aviation planning in the region.
- **LATS Recommendations will be forwarded to:**
  - The Governor
  - Legislature
  - Transportation Commission
  - Regional Transportation Planning Organizations
- **The Plan will be Integrated into the following documents:**
  - Washington Transportation Plan (WTP).
  - FAA Bi-Annual National Plan of Integrated Airport Systems (NPIAS).
  - Regional and local transportation plans .

# **Aviation System Background**

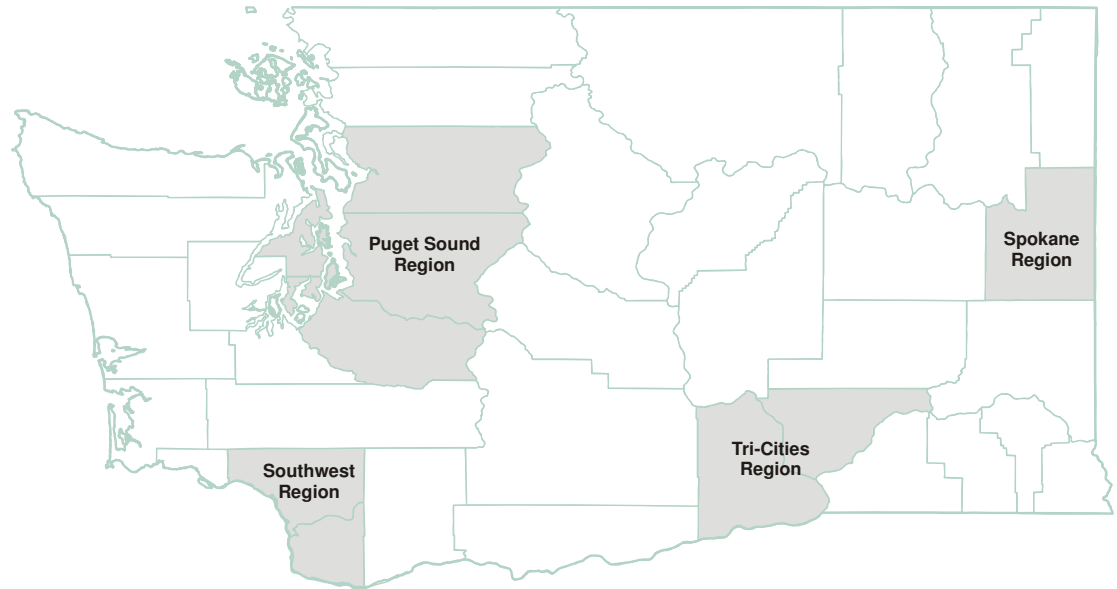
# Aviation System

- Washington has one of the most dynamic aviation systems in our nation
  - Every year, over 17 million enplaning passengers... 3.7 million aircraft landings/departures... more than 600,000 tons of air cargo...
  - 171,000 jobs, \$4.1 million in wages, and \$18.6 billion in total output.
- Need for long-range aviation planning in Washington
  - Population in Washington has doubled in the last 30 years and will increase by an additional 2.5 million by 2030.
  - Other challenges include limited funding, concentration of activity in key regions, local land use conflicts, and a fluctuating economy.

***In 2005, the Governor authorized the Washington State Long-Term Air Transportation Study (LATS) through transportation bill ESSB 5121.***

# Special Emphasis Regions

- The Washington State Legislature designated four geographic areas as warranting more detailed analysis than the remainder of the state because they constitute key centers of population, employment and economic activity.
  - ***The Puget Sound Region:***  
Consisting of King, Snohomish, Pierce, and Kitsap Counties.
  - ***Southwest Washington:***  
Consisting of Clark and Cowlitz Counties.
  - ***Spokane Region:***  
Consisting of Spokane County.
  - ***The Tri-Cities area:***  
Consisting of Benton and Franklin Counties.

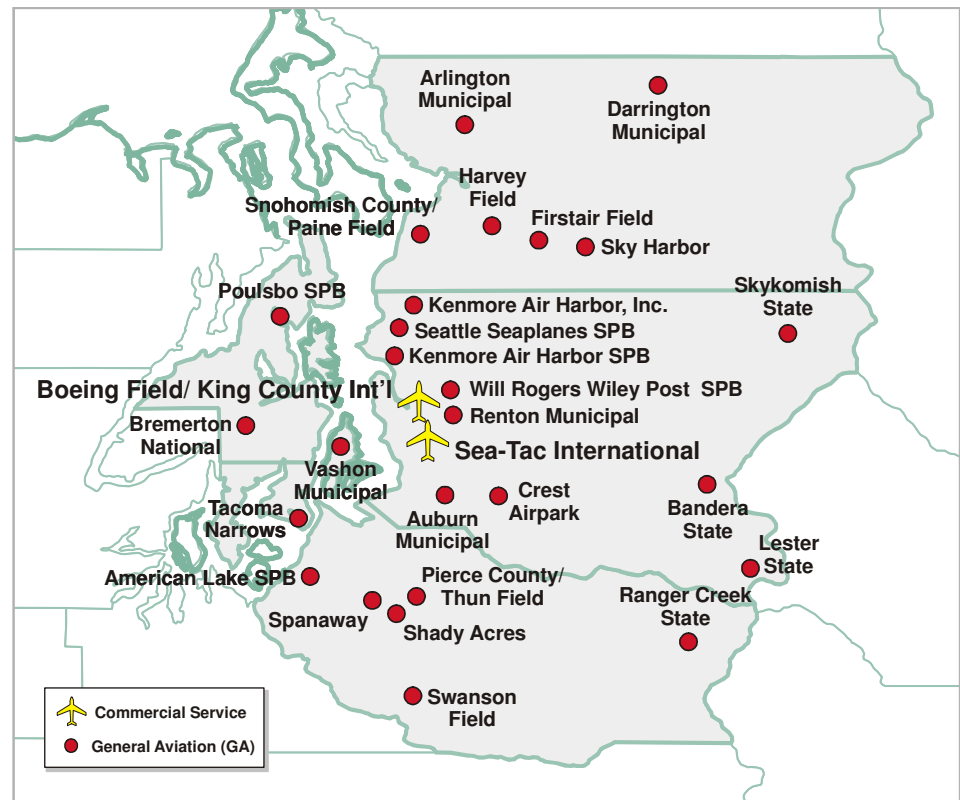




# Puget Sound Special Emphasis Region

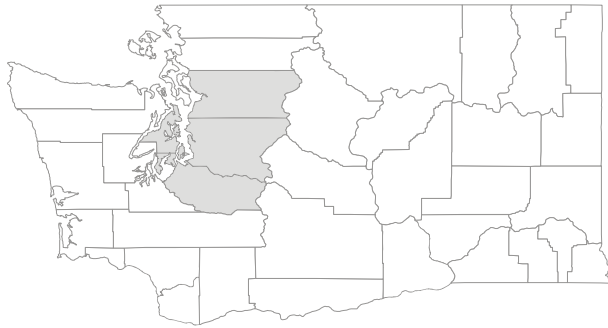
*The Puget Sound Region represents the most populated region in Washington State and the busiest aviation area.*

- Total population of 3.5 million (approx. 55% of total Washington population).
- In 2005, the Puget Sound Region accounted for:
  - 14.3 million annual enplanements (87% of the 16.5 million total annual enplanements reported in the entire state).
  - 49% of total operations in the state .
  - 47% of Washington's total GA based aircraft.
  - 83% of state's air cargo tonnage.



# Puget Sound Special Emphasis Region

continued

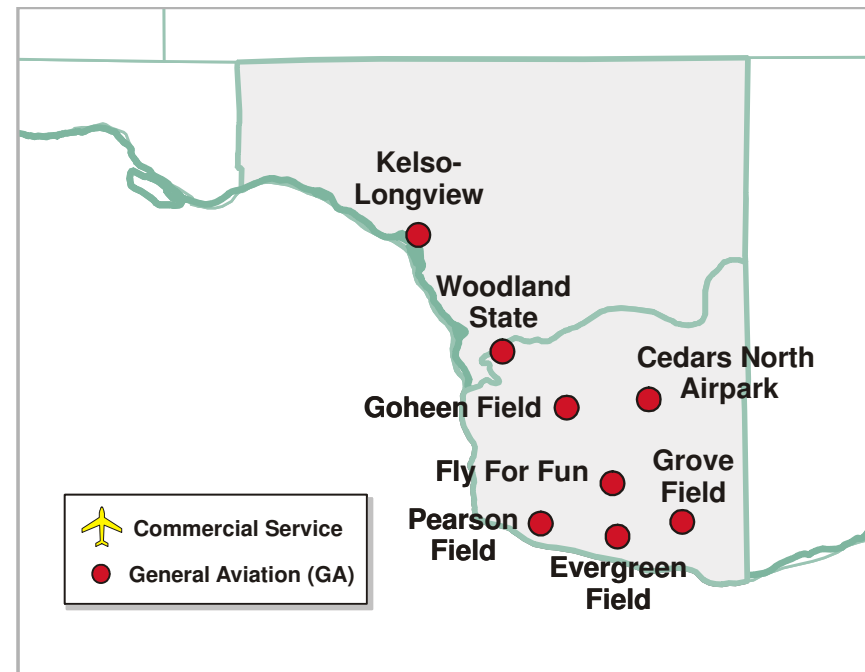


- Nine airports within the Puget Sound Special Emphasis Area are expected to exceed or approach their operations capacity by 2030.
  - Four airports will exceed capacity completely: Seattle-Tacoma International, Boeing Field/King County International, Harvey Field, and Kenmore Air Harbor, Inc.
- Recent trends at Sea-Tac International including higher passenger load factors and an “upgauging” of aircraft size indicate that the airport may now reach its capacity limits beyond 2030.
- Ten airports (more than a third of the total airports in the region) are expected to approach or exceed aircraft storage capacity by 2030.
- Seattle-Tacoma International and Boeing Field may have potential operational conflict due to airspace overlap. Their proximity implies that flight path coordination between the two airports is required.

# Southwest Washington Special Emphasis Region

*The Southwest Region is one of the fastest growing regions in the state in terms of based aircraft and GA operations.*

- Total population of 500,000.
- Four of the eight airports in this region are privately owned:
  - These airports face significant land use encroachment issues.
  - Evergreen Field closed in 2006 due to competing land uses.
- Of the four publicly owned airports, two airports have limited ability to expand.
  - Woodland State Airport and Pearson Airport are both unable to expand in the future.



# Southwest Washington Special Emphasis Region continued

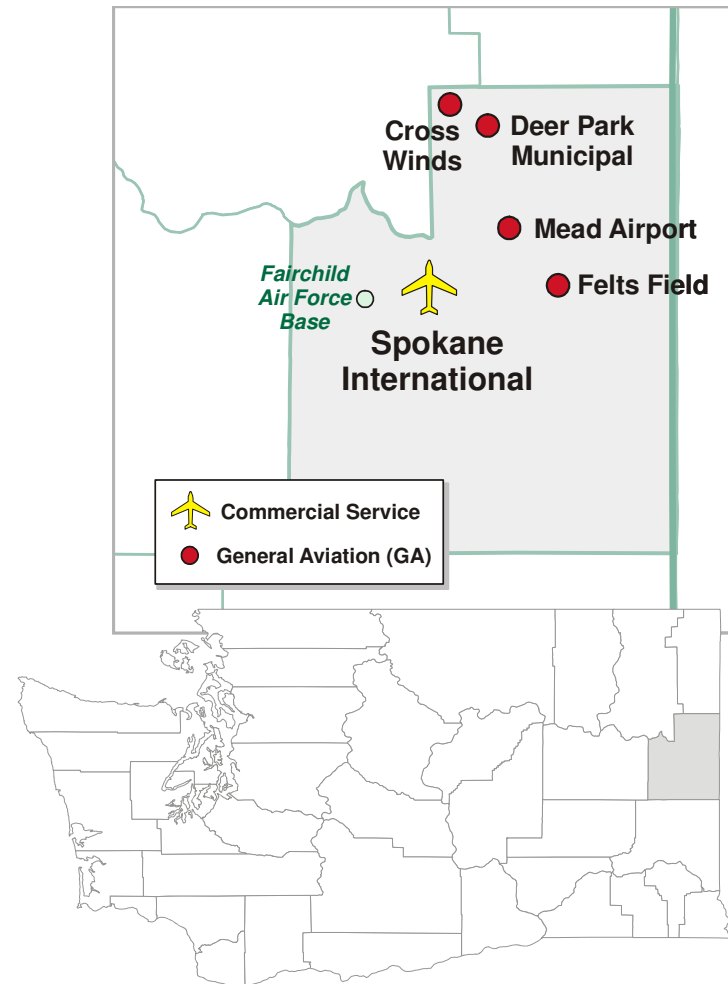


- In the early 1990's the FAA was working with Clark County officials to locate/build a new airport north of the City of Vancouver along the I-5 corridor. The project was never constructed due to significant opposition by the public.
- Capacity and demand within the Southwest Region is complicated by the fact that the dominant airport for the region is located in Oregon:
  - Portland International Airport (PDX), located just south of the region across the Columbia River, provides all passenger and cargo service for the region.
  - Additionally, three active GA facilities located within Oregon and controlled by the Port of Portland provide capacity for GA growth in the Southwest Region.
- Five out of eight airports in the region are expected to approach or exceed aircraft storage capacity by 2030.

# Spokane Special Emphasis Region

*The Spokane Region accounts for the second largest concentration of commercial and GA activity in the state after the Puget Sound Region.*

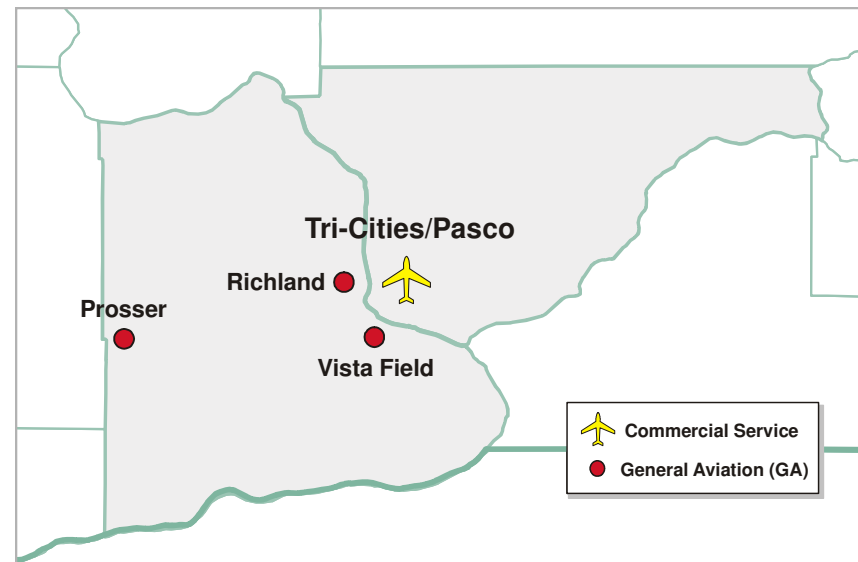
- Total population of 440,000.
- In 2005, Spokane accounted for:
  - 7.1 percent of statewide based aircraft.
  - 9.4 percent of statewide enplanements.
  - 16 percent of state's air cargo tonnage.
- Three airports in the Spokane Region are expected to be at or exceeding aircraft storage capacity by 2030.



# Tri-Cities Special Emphasis Region

*Land use encroachment and alternative land use make the airports in the Tri-Cities region vulnerable to closure.*

- Total population of 220,000.
- The Tri-Cities Region has four public use airports:
  - Tri-Cities is the third busiest commercial airport in the state after Sea-Tac and Spokane.
  - Three airports are located within 20 miles of each other and include Pasco, Richland and Vista Field.
- Vista Field may be closed in the future due to alternative land use
  - Question of whether there is sufficient capacity at the remaining airports to accommodate demand is yet to be answered.



# Other Regions of the State

***Other regions in Washington outside of the Special Emphasis Regions also have a dynamic history in aviation and present both challenges and opportunities in helping the state meet long-term needs.***

- Many small communities across Washington have lost a substantial amount of scheduled air service over the past 10-15 years. All of these communities are located outside of the four special emphasis areas.
  - Small community airports include: Walla Walla, Yakima, Wenatchee, Moses Lake, Pullman, Port Angeles, Friday Harbor, and East Sound
- In the mid 1990's, the FAA worked with Officials from the City of Colville to locate a new airport in the City of Colville. After completion of a fairly extensive environmental review process, City Officials withdrew from the negotiations.
- The 14 Regional Transportation Planning Organizations (RTPO's) in Washington develop regional transportation plans.
  - RTPOs coordinate regional planning among cities, counties, port authorities, public transportation providers, WSDOT, and other agencies.

# **Funding the System**

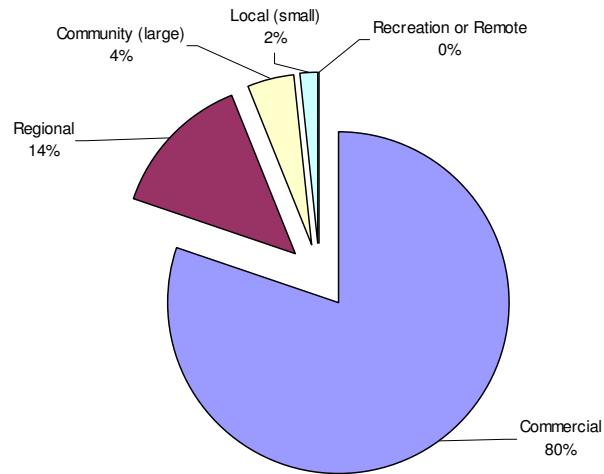


# Federal AIP Grant Funds Received for Washington State Airports

- FAA contributes significantly to WA State's aviation system.
- In 2008, the FAA provided 97 percent of funding for WA airports.
  - Sea-Tac received \$38 million of the \$96 million WA airports received from the FAA.
- WSDOT contributed about one percent and locals provided a two percent match to NPIAS airports.

# State and Federal Spending by State Classification

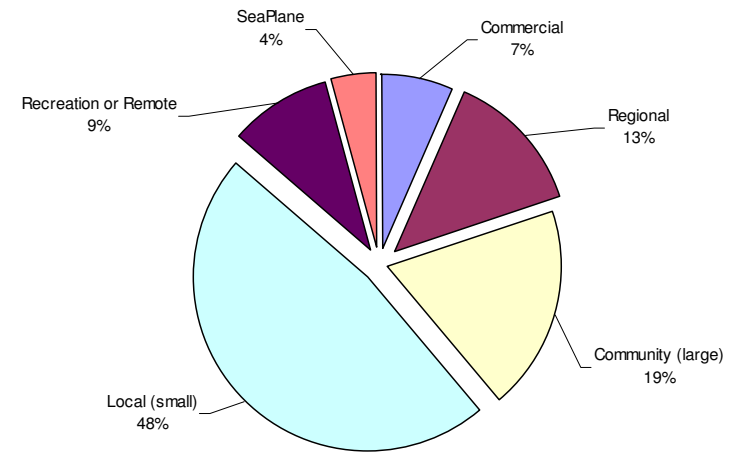
2003-2006 Federal Funds by State Classification



80% of Federal Funds are Allocated to Commercial Service Airports

Projects	Classification	Federal Funds
122	Commercial	\$455,247,841
71	Regional	\$78,656,701
51	Community (large)	\$24,803,604
24	Local (small)	\$8,881,498
2	Recreation or Remote	\$339,167
0	SeaPlane	\$0
	<b>Total</b>	<b>\$567,928,811</b>

2003-2006 State Funds by State Classification



48% of State Funds are Allocated to Local Airports

Projects	Classification	State Funds
25	Commercial	\$556,595
5	Regional	1,083,139
82	Community (large)	1,563,011
126	Local (small)	3,924,494
16	Recreation or Remote	774,648
3	SeaPlane	350,000
	<b>Total</b>	<b>\$8,251,887</b>

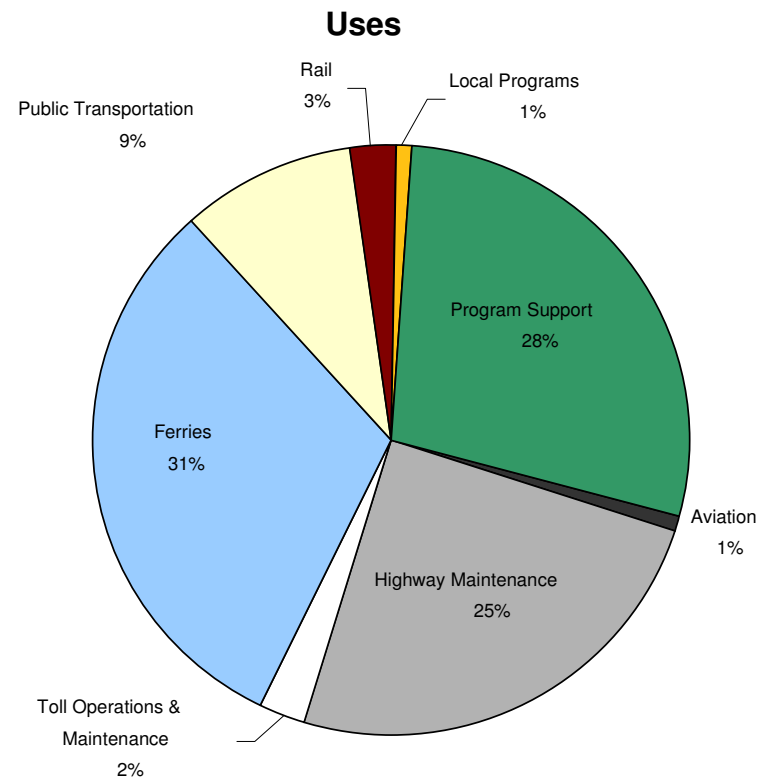
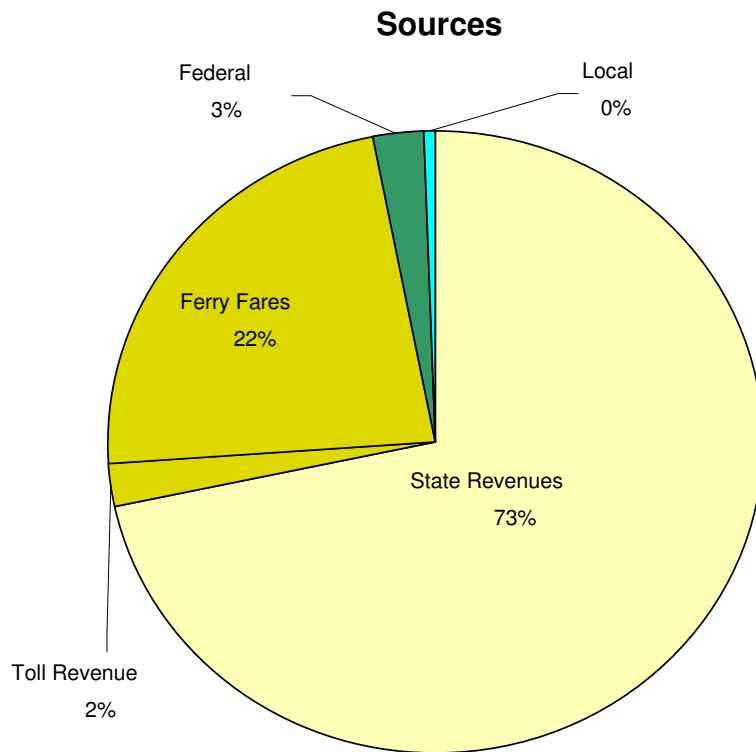
# State Revenue from Aviation Related Sources - 07-09

Approximately 81 percent of state aviation-related revenues are deposited into the General Fund.

<b>AERONAUTICS ACCOUNT</b>	<b>Forecast 2007-2009</b>
<b>Aviation Fuel Tax (11 cents per gallon)</b>	<b>\$5,800,000</b>
<b>Aircraft Registration/Excise/Dealer Fees</b>	<b><u>\$242,000</u></b>
<b>TOTAL – AERONAUTICS ACCOUNT</b>	<b><u>\$6,042,000</u></b>
<b>STATE GENERAL FUND (estimated)</b>	
<b>Annual Aircraft Registration Excise Tax - State</b>	<b>\$518,411</b>
<b>General Aviation Sales Tax from Aviation Fuel</b>	<b>\$9,928,650</b>
<b>Commercial Air Transport Sales Tax from Fuel</b>	<b><u>\$15,382,000</u></b>
<b>TOTAL – GENERAL FUND</b>	<b><u>\$25,829,061</u></b>
<b>TOTAL REVENUES FROM AVIATION SOURCES</b>	<b><u>\$31,871,061</u></b>

# WSDOT Operating Budget – 07-09

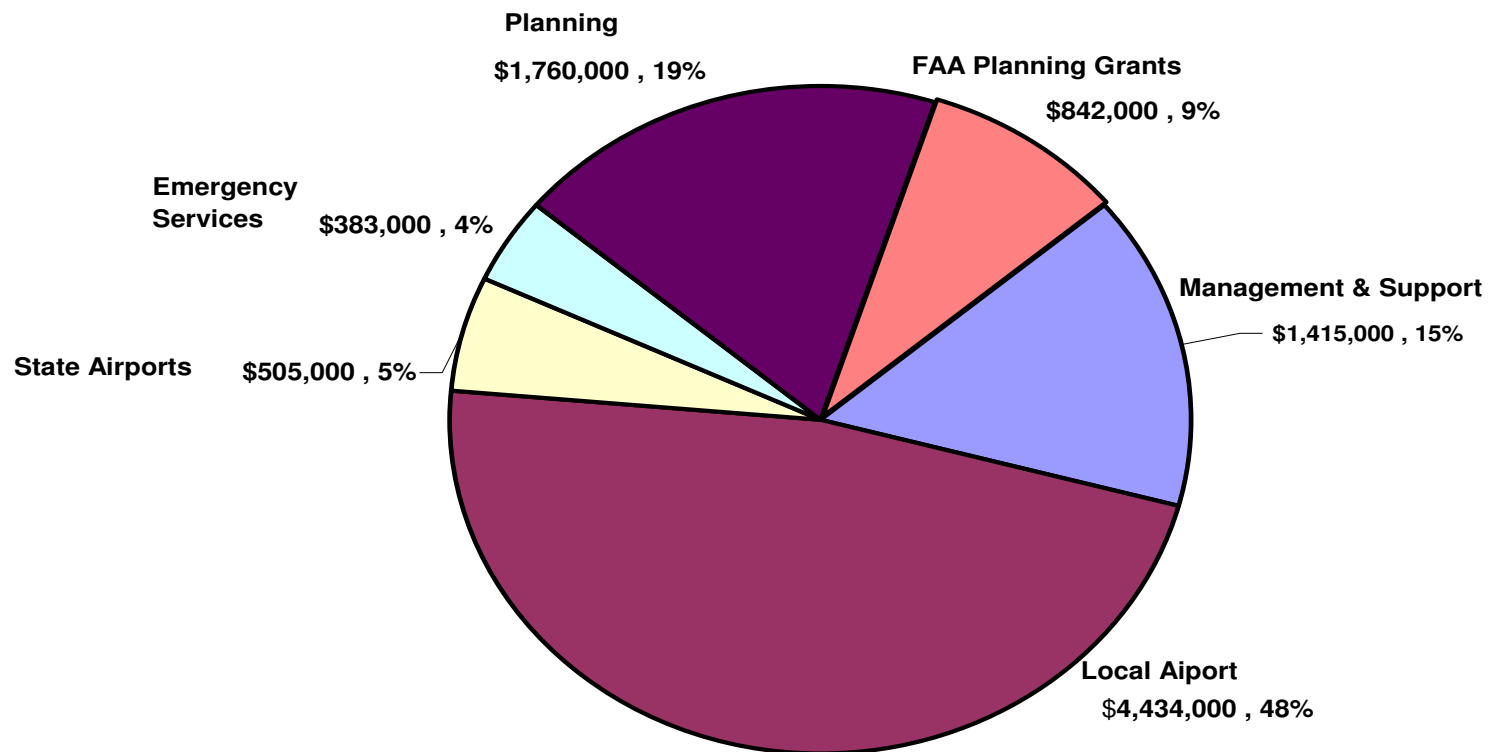
- Total 07-09 operating budget = \$1.5 billion.
- Significant portion of WSDOT's budget is dedicated to ferries, highways and program support.
- Aviation accounts for only 1 percent of the department's total operating budget.



# WSDOT Aviation Operating Budget – 07-09

- Fifty percent of WSDOT Aviation's budget is used for Local Airport Aid Grant Program.
- Each biennium WSDOT uses about \$2.5 million to fund statewide airport infrastructure projects.

Aviation Biennial Expenditure Authority 2007- 2009



# Conclusions

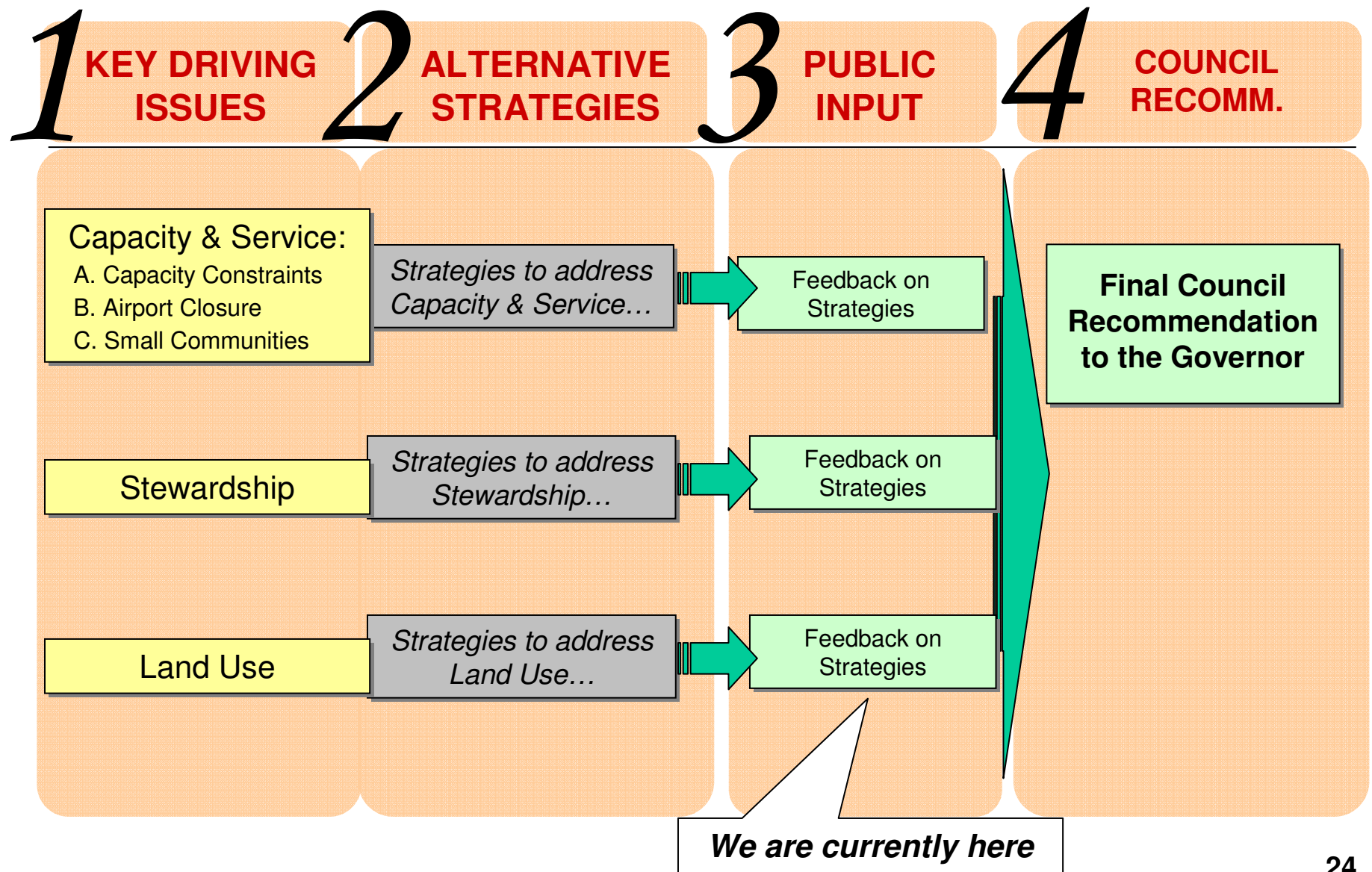
- FAA revenues are generated through taxes on airline fuel, tickets and packages.
- Over 96 percent of WSDOT Aviation revenues are generated through 11 cent fee on aviation fuel (commercial aircraft exempt).
- Only about 19 percent of total aviation-related revenues collected in WA are deposited into WSDOT's Aeronautical Account. The rest are deposited in the state's General Fund or distributed to local governments imposing the tax.

# Alternative Strategies Development Process

*(How can Washington best meet its long-term air transportation needs?)*

- Key Issues: Represent major long-term challenges to the Washington air transportation system that impact both commercial and general aviation users across the state.
- Alternative Strategies: Address the four key issues identified, will be evaluated based on various decision criteria, and will be submitted to the public for review.
- Based upon public input and technical consultation, the Council will develop a package of preferred strategies as part of its recommendation to the Legislature.

# Getting From Alternatives To Recommendation





# Should the State Invest in Advanced Aviation Technology?

## Advantages

- Encourages more efficient use of existing system resources rather than construction of additional capacity.
- Offers potential to increase operational capacity without physical airport expansion.
- Increases access and mobility cross-state, nationally and internationally.
- Improves safety.
- Reduces system development costs.

## Disadvantages

- Although this strategy will increase capacity at certain airports, it will not by itself solve capacity shortfalls at airport facilities requiring runway, taxiway, terminal, storage, or other similar infrastructure improvements.
- Technological improvements must be seen as a partial solution deployed in conjunction with other strategies.
- NEXTGEN is supported by federal programs but portions of the program are not scheduled to be funded until 2015.

# Should the State Redistribute Demand to Nearby Airports?

## Advantages

- Encourages more efficient and sustainable use of existing system resources.
- Would allow some passengers to use an airport closer to their residence.

## Disadvantages

- Airports in proximity to the constrained airports may not have the appropriate facilities or available capacity to handle excess demand.
- May not meet business needs of service providers who want to locate near their markets.
- Local communities may oppose increased traffic at their airports.

# Should the State Expand Airports With Capacity Constraints?

## Advantages

- Provides capacity to help satisfy the long-term needs of growing aviation market.
- Preferred solution in cases where expansion is feasible on physical, environmental and cost considerations.
- Avoids or delays the need to construct a new airport.

## Disadvantages

- Airports like Sea-Tac and Boeing Field with the greatest needs have severe geographic and land use constraints.
- High cost (up to \$2 billion for a single airport).
- Local communities may oppose increased traffic at their airports.

# Should the State Introduce New Legislation to Prevent Airport Closures?

## Advantages

- Provides both public and private airport operators with additional funding resources to invest in airport maintenance and improve capital facilities.
- Capacity could be preserved without direct state ownership of the airports.

## Disadvantages

- Impacts on state and local tax revenue.
- Unprecedented role for State.
- Additional funding would be required.
- Legislation would be required.

# Should the State Encourage Local Negotiations Between Small Communities and Airlines?

## Advantages

- Could help retain scheduled air services.
- Demonstrates community and state support for continuation of service.

## Disadvantages

- Communities typically do not have experience working with airlines.
- Local and/or State funding might be needed.
- Large differences in fares, or few flights may not provide levels of service that deter passengers from driving elsewhere to board commercial aircraft.

# Should the State Prioritize System Investments?

## Advantages

- Targets investments to meet critical needs.
- Funds projects across the state at different sized airports.
- Meets Council policy recommendation to use the Washington State Airport Classification System to guide decisions on future aviation system needs and investments.

## Disadvantages

- For more than half the airports in the state, which are not federally supported, currently available funding is inadequate to make improvements beyond the most critical preservation and safety needs.

# Should the State Install Weather Reporting Equipment?

## Advantages

- Facilitates cross-state trips across the Cascades and other mountainous and coastal regions in the State.
- Enhances safety.
- Improves airport access during adverse weather conditions.
- Enhances emergency and disaster management.
- Benefits aviation across the state.

## Disadvantages

- If it becomes a primary funding priority, it could delay addressing other critical performance objectives.

# Should the State Strengthen Legislation to Protect Public Investments in Airports?

## Advantages

- Provides legal authority for airports to protect themselves and assure the ability to meet future service needs.
- Addresses problems before they occur.
- Uses education and incentives to help local government.
- Incorporates many of the Council's recommended land use policies relating to the role of legislation, incentives, and regulation in protecting airports from incompatible land uses.

## Disadvantages

- Requires state funding for enforcement.
- Local control of land use is lessened.



# Public Outreach

- Public Comment Period on Draft Alternative Strategies:  
March 4 – April 17, 2009
- Ongoing LATS Briefings upon request
- Online Survey – March 2009
- Next round of regional meetings in March 24 in Olympia;  
March 26 in Spokane - 4 p.m. to 6 p.m.
- Next Council Meeting: May 7 at Museum of Flight, Seattle

# Questions?

For more information on the Long-Term Air Transportation Study, please contact:

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360-651-6306 or [ShambaJ@wsdot.wa.gov](mailto:ShambaJ@wsdot.wa.gov).